

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> LBO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> LEBANON	<u>STATE</u> MO
<u>AIRPORT ELEVATION</u> 1321	<u>TDZE</u> 1316	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>DATED</u> 06/16/2022	<u>MAG VAR</u> 3E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1990
		<u>ACTUAL EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 089/30 CW 269/30	NOPT	WIKGI	IF/IAF	3500
2. 269/30 CW 359/30		MLTON	IAF	3500
3. 359/30 CW 089/30		PEEKK	IAF	3500

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PEEKK	IAF	WIKGI	NOPT	TF	FB	1.00	088.64	5.00	3500
MLTON	IAF	WIKGI	NOPT	TF	FB	1.00	268.76	5.00	3500
WIKGI	IF/IAF	AAMBR		TF	FB	1.00	178.70	5.75	2700
AAMBR	FAF	RW18	MAP	TF	FO	0.30	178.70	4.25	
RW18	MAP	1634 MSL		CA			178.70		
1634 MSL		PYLER		DF	FO	1.00			3500

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW18

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 DIRECT PYLER AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD N WIKGI, RT, 178.70 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	178.70	FAF:	AAMBR	DIST FAF TO MAP:	4.25	DIST FAF TO THLD:	4.25							
4.	MIN ALT:	WIKGI 3500, AAMBR 2700													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		318 HAT:	0.91	GS ANT:				
6.	MIN GP INCPT:	2700	GP ALT AT PFAF:	AAMBR 2700					OM:		MM:		IM:		
7.	GP ANGLE:	3.00	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	39.9							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING OZS ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OZS ALTIMETER SETTING: INCREASE LNAV/VNAV DA TO 1717 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM, AND CIRCLING VISIBILITY CATS C AND D 1/2 SM.
CHART SPEED ICON IN PLANVIEW AT PEEKK: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT MLTON: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 358.69 INBOUND.
CHART FAS OBST: 1490 TOWER (29-020724) 374307N/0923936W.
CHART CANNON A AND B MOA.
CHART R-4501 A, B, C, D, E, F, H.
CHART VDP AT 1.23 NM TO RW18.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LNAV/VNAV DA	1634	1	318	1634	1	318	1634	1	318	1634	1	318			
LNAV MDA	1740	1	424	1740	1	424	1740	1 1/4	424	1740	1 1/4	424			
CIRCLING	1780	1	459	1860	1	539	1980	1 3/4	659	1980	2	659			



CHANGES - REASONS

1. INCORPORATED CHANGES FROM P-NOTAMS FOR AMDT ORIG-A/B/C INTO FORM - 8260.19J PARA 8-3-4.C (3).
2. TAA, SECTOR 2 (LEFT BASE 269 CW 359): EXPANDED RADIUS FROM 14 NM TO 30 NM AND CHANGED IAF FIX NAME FROM TIHCY TO MLTON - STANDARD RADIUS IS 30 NM, 8250.58C PARA. 2-4-3.B, AND FPT REQUEST.
3. TAA, SECTOR 3 (RIGHT BASE 359 CW 089): CHANGED IAF FIX NAME FROM UTMHIH TO PEEKK - FPT REQUEST.
4. TERMINAL ROUTES, ALL SEGMENTS: ADDED RNP VALUES - 8260.19J PARA. 8-6-4.A.(6)(B).
5. TERMINAL ROUTES, INITIAL PEEKK TO WIKGI: CHANGED IAF FIX NAME FROM UTMHIH TO PEEKK - FPT REQUEST.
6. TERMINAL ROUTES, INITIAL MLTON TO WIKGI: RELOCATED IAF AND CHANGED NAME FROM TIHCY TO MLTON, AND CHANGED COURSE FROM 268.77 TO 268.76 - NEW POSITION CALCULATION BASED ON RELOCATION OF IF/IAF WIKGI, AND FPT REQUEST.
7. TERMINAL ROUTES, INTERMEDIATE WIKGI TO AAMBR: RELOCATED WIKGI, RELOCATED FAF AND CHANGED NAME FROM ULIKY TO AAMBR, CHANGED COURSE FROM 178.71 TO 178.70, AND CHANGED DISTANCE FROM 5.80 TO 5.75 NM - RELOCATION OF FAF DUE TO NEW PFAF CALCULATION, RELOCATION OF WIKGI TO REALIGN WITH NEW FAF, AND FPT REQUEST.
8. TERMINAL ROUTES: ADDED FINAL SEGMENT FROM AAMBR TO RW18 - 8260.19J PARA. 8-6-4.
9. TERMINAL ROUTES, MISSED APPROACH RW18 TO KUPIW: CHANGED FROM SINGLE TF SEGMENT TO CA SEGMENT FOLLOWED BY DF SEGMENT, AND CLEARANCE LIMIT CHANGED FROM KUPIW TO PYLER - CA-DF STRUCTURE REQUIRED FOR RNAV MISSED, AND RNAV HOLDING NOT AUTHORIZED AT A FAF (KUPIW), 8260.58C PARA. 3-5-2 AND 8260.19J PARA. 8-6-6.G.(5).
10. MISSED APPROACH, MAP - DELETED REFERENCE TO GLS - REMOVED GLS LINE OF MINIMA.
11. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3500 DIRECT KUPIW AND HOLD" TO "CLIMB TO 3500 DIRECT PYLER AND HOLD" - CLEARANCE LIMIT CHANGE FROM KUPIW TO PYLER.
12. PROFILE LINE 2: CHANGED HILPT COURSE FROM 178.71 TO 178.70 AND ADDED MAX ALTITUDE 6000 - MATCH NEW INTERMEDIATE COURSE FROM WIKGI, AND 8260.19J PARA. 8-6-7.B.(2).
13. PROFILE LINE 3: CHANGED FAC FROM 178.71 TO 178.70 AND FAF NAME FROM ULIKY TO AAMBR, ADDED DIST FAF TO MAP 4.25 NM, AND CHANGED DIST FAF TO THLD FROM 4.20 TO 4.25 NM - RELOCATION OF FAF DUE TO NEW PFAF CALCULATION, FPT REQUEST, AND 8260.19J PARA. 8-6-7.C.(3).
14. PROFILE LINE 4: CHANGED ULIKY TO AAMBR - NEW FAF NAME.
15. PROFILE LINE 5: CHANGED "DIST TO THLD FROM 444 HAT: 1.30 NM" TO "DIST TO THLD FROM 318 HAT: 0.91 NM" - DATA MOVED FROM ADDITIONAL FLIGHT DATA AND CHANGED DUE TO NEW LNAV/VNAV DA/HAT.
16. PROFILE LINE 6: ADDED "MIN GP INCPT: 2700" AND "GP ALT AT PFAF: AAMBR 2700" - 8260.19J PARA. 8-6-7.F.(1) AND (4).
17. PROFILE LINE 7: CHANGED "34:1 IS CLEAR" TO "34:1 IS NOT CLEAR" AND ADDED "20:1 IS CLEAR" - NEW VISIBILITY EVAL AND 8260.19J PARA. 8-6-7.G.(3).
18. PROFILE LINE 7: CHANGED TCH FROM 40.0 TO 39.9 - MATCH RWY 18 VGSI.
19. ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS" - 8260.19J PARA. 8-6-8.D.(5)(A)1.
20. NOTES: DELETED "DME/DME RNP-0.3 NA" - REPLACED BY PBN REQUIREMENTS NOTE.
21. NOTES: CHANGED "BARO-VNAV NA WHEN USING SPRINGFIELD-BRANSON NTL ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING OZS ALTIMETER SETTING" - BACKUP ALTIMETER SOURCE CHANGED TO OZS, AND COMBINED AND MOVED VDP INFO FROM PROFILE NOTE, 8260.19J PARA. 8-6-10.E.(8) AND 8-6-10.G.(9).
22. NOTES: CHANGED "LNAV/VNAV NA BELOW -17°C (1F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C" - UPDATED TO CURRENT FORMAT, 8260.19J PARA. 8-6-10.R.
23. NOTES: ADDED "RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 34:1 PENETRATIONS AND 8260.19J PARA. 8-6-12.K.(2).
24. NOTES: CHANGED BACKUP ALTIMETER NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SPRINGFIELD-BRANSON NTL ALTIMETER SETTING: INCREASE LNAV/VNAV DA TO 2043 FEET; INCREASE ALL MDAS 120 FEET AND CIRCLING VISIBILITY CAT C/D 1/2 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OZS ALTIMETER SETTING: INCREASE LNAV/VNAV DA TO 1717 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS C AND D 1/4 SM, AND CIRCLING VISIBILITY CATS C AND D 1/2 SM" - NEW BACKUP ALTIMETER SOURCE, NEW LNAV/VNAV DA, AND NEW VISIBILITY EVAL.
25. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT PEEKK: MAX 210 KIAS" AND "CHART SPEED ICON IN PLANVIEW AT MLTON: MAX 210 KIAS" - SPEED RESTRICTIONS ADDED ON INITIAL SEGMENTS TO REDUCE DISTANCE OF TURN ANTICIPATION AND KEEP EXISTING 5 NM SEGMENT LENGTHS.
26. NOTES: DELETED "*LNAV ONLY" - NO LONGER REQUIRED.
27. ADDITIONAL FLIGHT DATA: CHANGED "HOLD N. RT, 179 INBOUND" TO "HOLD S, LT, 358.69 INBOUND" - NEW MISSED APPROACH HOLDING FIX AND PATTERN.
28. ADDITIONAL FLIGHT DATA: CHANGED "FAS OBST: 1453 WATER TANK 373935/923932" TO "CHART FAS OBST: 1490 TOWER (29-020724) 374307N/0923936W" - NEW LNAV CONTROLLING OBSTACLE.
29. ADDITIONAL FLIGHT DATA: ADDED "CHART CANNON A AND B MOA" AND "CHART R-4501 A, B, C, D, E, F, H" - PILOT SITUATIONAL AWARENESS AND FPT REQUEST.
30. ADDITIONAL FLIGHT DATA: CHANGED VDP DISTANCE FROM 1.30 NM TO 1.23 NM TO RW18 AND DELETED ASTERISK - DECREASE IN LNAV MDA AND NO LONGER REQUIRED TO DESIGNATE LNAV-ONLY.
31. ADDITIONAL FLIGHT DATA: DELETED "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT" - UPDATED VGSI DATA, ANGLES ARE NOW COINCIDENT.
32. ADDITIONAL FLIGHT DATA: DELETED "FINAL SEGMENT: (TF)" - NO LONGER REQUIRED.
33. ALTERNATE MINIMUMS: CHANGED FROM NA TO "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE" - NOW QUALIFIES FOR ALTERNATE MINIMUMS, 8260.3F PARA. 3-4-1 AND 8260.19J PARA. 8-6-12.B.
34. MINIMUMS: DELETED GLS LINE - NO LONGER REQUIRED.
35. MINIMUMS: LOWERED LNAV/VNAV ALL CATS DA/HAT FROM 1937/621 TO 1634/318 AND VISIBILITY FROM 2 1/4 TO 1 SM - NEW OBSTACLE AND VISIBILITY EVAL.
36. MINIMUMS: LOWERED LNAV ALL CATS MDA/HAT FROM 1760/444 TO 1740/424 - NEW OBSTACLE EVAL.
37. MINIMUMS: LOWERED CIRCLING CAT A MDA/HAA FROM 1820/499 TO 1780/459 - NEW OBSTACLE EVAL.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: AMGR, ZKC, SGF APP CON

FLIGHT CHECKED BY

RUSSELL ROSLEWSKI

Digitally signed by

RAKE MCGRAW

Jun 24, 2025

OFFICE

AJF

DATE

06/20/2025

DEVELOPED BY

RICHARD BRUCE

Digitally signed by

RICHARD A BRUCE

Apr 03, 2025

OFFICE

AJV-A422

DATE

04/03/2025

APPROVED BY

BEV L BORDY

Digitally signed by

RAKE MCGRAW

Jun 24, 2025

OFFICE

AJV-A420

DATE

07/03/2025

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LBO	RNAV (GPS) RWY 18	1	LEBANON	MO	1321	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 089/30 CW 269/30 **TO** WIKGI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-001182)	374909.65N/0924452.12W	2083	20	3	1A	1000				AT417	3500
TERRAIN	375915.00N/0920933.00W	1250 (1300)								AS1500	2800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LEFT BASE AREA

FROM 269/30 CW 359/30 **TO** MLTON

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-054251)	371942.27N/0923403.39W	1873	20	3	1A	1000				AT627	3500
TERRAIN	371939.00N/0923412.00W	1571 (1600)								AS1500	3100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

359/30 CW 089/30

TO

PEEKK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-001182)	374909.65N/0924452.12W	2083	20	3	1A	1000				AT417	3500
TERRAIN	372003.00N/0924042.00W	1535 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

PEEKK

TO

WIKGI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	5.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-001182)	374909.65N/0924452.12W	2083	20	3	1A	1000				AT417	3500
TERRAIN	374809.00N/0924430.00W	1210 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

MLTON

TO

WIKGI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-002443)	374811.00N/0923302.00W	1730	500	50	5D	1000				AT770	3500
TERRAIN	374809.00N/0923306.00W	1253 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

WIKGI (IF/IAF)

TO

AAMBR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.75										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	374318.00N/0923948.00W	1464	215	8	4B	500				AT736	2700
TERRAIN	374354.00N/0924006.00W	1256 (1300)								AS1000	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM

AAMBR

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.25		DA		318						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-002625)	374013.40N/0923903.50W	1463	20	10	1B	161				AC10	1634

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

AAMBR

TO

RW18

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.25		RW18		424						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-020724)	374306.90N/0923935.85W	1490	20	3	1A	250					1740

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

WIKGI

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (29-001182)	374909.65N/0924452.12W	2083	20	3	1A	1000				AT417	3500
TERRAIN	374439.00N/0923951.00W	1240 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

PYLER

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u> 1473		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3500
AAO	372648.00N/0924051.00W	1592	215	8	4B	1000					2600
TERRAIN	372745.00N/0924203.00W	1374 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW18

TO

PYLER

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										1640	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3500
AAO	372648.00N/0924051.00W	1592	215	8	4B	1000					2600
TERRAIN	372745.00N/0924203.00W	1374 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (29-020917)	373916.78N/0924012.17W	1.31	459	1471	20	3	1A	300			1780
CATEGORY B											
TOWER (29-002277)	374049.47N/0923756.00W	1.85	539	1505	250	50	4D	300		AC50	1860
CATEGORY C											
TOWER (29-002645)	374121.50N/0923733.50W	2.91	659	1622	20	50	1D	300		AC50	1980
CATEGORY D											
TOWER (29-002645)	374121.50N/0923733.50W	3.81	659	1622	20	50	1D	300		AC50	1980

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZKC ARTCC, SGF APP CON, COU FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	LBO	24	LBO	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	OZS	24	OZS	19.63	Y	83

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME.
LBO 1321, OZS 1051.
RA = 83.0.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW18 - MIRL (PCL), REIL (PCL), PAPI-4L	NPI-G		
RW36 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-G		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	1305.7	39.9			3.00	39.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-17C	+54C	-17C	+12.39C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 972 HIGH TEMP 1283.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LNAV/VNAV:
34:1	
1323 POLE (29-024013) 373925.81N/0923908.76W (1.99)	1321 POLE (29-024012) 373925.84N/0923910.80W (0.05)
1318 TREE (29-087177) 373924.83N/0923910.23W (0.01)	
FINAL TYPE	LNAV:
34:1	



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LBO	RNAV (GPS) RWY 18	1	LEBANON	MO	1321	RNAV
1323 POLE (29-024013) 373925.81N/0923908.76W (1.99)			1463 TOWER (29-002625) 374013.40N/0923903.50W (0.11)			
1321 POLE (29-024012) 373925.84N/0923910.80W (0.05)			1318 TREE (29-087177) 373924.83N/0923910.23W (0.01)			
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT: 100 FT, PER FPT.

MINIMUM VISIBILITY IS 1 SM - PER LBO ALP.

LPV NOT DEVELOPED - ATC REQUEST.

VGS PENETRATION:

- 29-087156, 1309 LIGHTING, 1A.
- VISUAL IMAGERY CLEARLY IDENTIFIES THIS AS ONE OF THE RWY 18 REIL LIGHTS. AIRPORT LIGHTING MAY BE DISREGARDED AS A VGS PENETRATION, PER 8260.3F, PARA 2-6-6.A.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	181.70
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1300
DISTANCE FROM	THLD	TO 1500FT POINT	8.60
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	181.70
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1300

THRESHOLD COORDINATES (IF STR-IN)	373918.66N/0923907.83W
ARP COORDINATES	373853.96N/0923908.75W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 36 DISTANCE 0.41 NM
FAF COORDINATES	374334.02N/0923858.31W
FIX NAME COORDINATES	IF/IAF WIKGI 374919.27N/0923845.41W

REMARKS

TAA:
IF/IAF WIKGI 374919.27N/0923845.41W, 30 NM RADIUS
IAF MLTON 374910.19N/0923226.96W, 30 NM RADIUS
IAF PEEKK 374928.01N/0924503.89W, 30 NM RADIUS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD BRUCE	AJV-A422	04/03/2025	AERONAUTICAL INFORMATION SPECIALIST

